



MAIN GATE TO WORKS

HERALD  
WED - MAY - 12

## HUNTING DYNAMITE IN PULLMAN

The Company's Officials Thought the Socialists Were Going to Blow Them Up.

A day or so ago a strange looking parcel was carried into Pullman from an Illinois Central train which arrived in that place from the city, and from the general appearance and manner of wrapping caused a suspicion to flit through the minds of some of the Pullman Company's officials that the strange package contained dynamite, or a bomb, because it was shortly after the hay market episode. The fact that the officials were a little suspicious of the package was kept extremely quiet, and outside of two or three of these officials and the heads of the Hyde Park Police Department nobody knew of the event. Detectives were dispatched to Pullman immediately, and for one day and one night the house into which the mysterious package was supposed to have been taken was closely spotted, as were the inmates. A still further lookout was kept on the premises in question, but no additional suspicions were aroused. However, since the great strike has been in force, certain transactions and the actions of certain men have put the company on its keenest guard, and every move of these men has been watched. It is stated, but without authority, that a number of Socialists—and there are a number in Pullman—held a secret meeting Sunday in Pinger's Hall, Roseland, a favorite "hangout" for Socialists, and where the missing Parsons often used to deliver his riot-inciting speeches, and that at this meeting loud talk against the Pullman company was made; that the use of dynamite and the revolver was suggested, and that the death of the Chicago Anarchists must be avenged.

The company sought to inquire into this state of proceedings and through their private sources for the required knowledge were led to believe that a large quantity of ammunition, guns, revolvers, rifles and other tools such as are used by Anarchists were hidden in various houses throughout Pullman and in the Anarchists' hall in Roseland. Through various sources, information

came to the company that the following men had arms, etc., secreted about their homes:

Henry Gries, Watt avenue, one Springfield rifle with bayonet and fifty cartridges.

C. H. Schultz, 229 Stevenson street, one Springfield rifle.

P. Pohl, Fulton street, one Springfield rifle with bayonet and a large lot of cartridges.

Phil Jaeger, 60 Fulton street, rifle, bayonet and cartridges.

Fritz Walter, working in the planing mill, rifle, bayonet and cartridges.

Oswald Carl, southeast corner of One Hundred and Fourteenth street and Fulton street, one gun and a quantity of self-made cartridges.

Carl Dietz, working in the repair shop, one Springfield rifle and bayonet.

M. Tietze, a cabinetmaker, living on Fulton street, one revolver and bayonet.

A man called John, living in flat 27, block E, one rifle, with bayonet, and cartridges.

Seb. Herzog, 301 Stevenson street, one Springfield rifle, with bayonet, and cartridges.

August Stechburt, 13, block R, rifle and cartridges.

Captain of Police Hunt was told of the suspicions and requested by Agent Henricks to procure several warrants and see whether this state of affairs existed. Before the Captain commenced his duties, and for reasons unexplained, it was decided to search but two places—the first east six flats in block G, which is on Fulton street, south of One Hundred and Eleventh street, or Florence avenue, and Pinger's Hall, Roseland, the Socialists' headquarters. The Captain obtained search warrants from Police Magistrate Quinn to search Block G and Pinger's Hall. He was accompanied by other officers, and went through the block in question from room to room. In one flat he found a small package of gunpowder, but it was found that the owner frequently went duck shooting, and that he used the powder for this purpose. Not a trace of arms, powder, or other explosives was found in the other flats, nor in Pinger's Hall, and the occupants denied ever having had any such articles about the premises. It is possible, but not probable, that the suspected parties, knowing that they were suspected, removed their life-destroying goods to safer and unknown store houses. A sharp lookout is being kept for supposed dynamiters, and in case any further suspicions arise arrests will likely follow.

Reports by telephone had it that the Union Foundry and Car Wheel Works would start up this morning.

# PULLMAN SHOPS.

The existing labor troubles have finally reached Pullman in full force. Before yesterday a comparatively few of the Pullman employes had decided to quit work and join the idle army. These consisted principally of cabinet-makers, who had resolved to stay out until their demands had been acceded to. Yesterday, however, the contagion seemed to spread with lightning rapidity, and before darkness set in at least one thousand working-men were out of the shops, and, according to their own words, out of the service of the Pullman company until such a time as they may be permitted to work eight hours only in each twenty-four, and until their wages have been advanced 10 per cent. As is usual at Pullman, the statements of the employes and those of the employers differ quite materially in regard to the situation. Yesterday morning the employes in the several passenger-car construction departments held their respective meetings and appointed committees consisting of from one to five members each to constitute a general committee. This committee soon afterward met and appointed an executive committee of seven, one man from each of the various departments. The executive committee was instructed to wait upon George M. Pullman and state the demands of the entire force of employes.

Shortly after noon Mr. Pullman arrived in the town which bears his name. He proceeded at once to the company's local offices, where the executive committee was in waiting. The committeemen presented a resolution asking that hereafter eight hours constitute a day's work, and that the wages be increased 10 per cent. on the existing schedule. They also asked that the employes who were receiving \$1.50 and under per day be permitted to work eight hours a day without a decrease in wages. The resolution also stated that unless the requests were complied with the entire force of employes would remain out.

A short conference ensued. Mr. Pullman claimed that the profits in car-making were small. If the demands were granted contracts could not be taken as they had been in the past. Other establishments would underbid the Pullman company. He was willing to pay as good wages and to allow his men the same number of hours as other car-constructing shops. He could not reasonably grant their demands. If they wished they could appoint a committee of three of the number who would be allowed free access to the company's books. If any other than reasonable profits were found the men would be permitted to share them.

In the meantime large numbers of the employes had left the shops, anxious to learn the result of the conference. A mass-meeting was held on the ball-grounds, where a temporary stand was erected. From the stand the executive committee announced their unsuccessful labors. It was then decided, although not formally, to remain out on all sides, and a committee was appointed to notify the Pullman officials to this effect. The employes of the iron-working department, who have heretofore remained at work, last evening notified the executive committee that this morning they would go

## OUT IN A BODY.

The company states that the present situation is not at all serious. Only six hundred or seven hundred men are out, while the pay-roll numbers twenty-four hundred employes. While work is embarrassed to a considerable extent it is by no means crippled. The men have been given an answer and the company awaits their return. Whether the shops will be shut down in case it is found they can not be fully run has not been determined.

The men, on the other hand, are eager to tell a long tale of their grievances. They state that the wages have been systematically cut down until they now are exceedingly small. Every winter when work is light the wages are cut down, while in the spring when there is plenty of business there is never a raise. They tell the old story of high rents, taxes, and fines of all kinds, etc., which are continually imposed on them.

"The turning point has come," said one of them last night. "To-morrow morning not a man will be found working in the entire iron department. The wood-machine men, cabinet-makers and carvers, painters, all the men in the erecting department, inside finishers, silver-plating men, and trimmers will all be absent. We consider our demands righteous, and will stand by them."

The town was a scene of peace and quiet last night. Through all the negotiations and during the mass-meeting the men were perfectly orderly. The small socialistic element in their midst finds no favor whatever with the great majority of the Pullman workmen. No trouble is feared, although the closing of the shops will probably be necessary.

A quiet day was passed throughout the South Chicago region. The one hundred or more laborers in the North Chicago mills who were advanced from \$1.25 to \$1.40 a day went to work, and no further trouble is expected in that quarter. This is the second increase in wages these men have received since the first of the year, an increase having been granted by the company in February without solicitation.

In the extensive lumber-yards along the Calumet river work was progressing smoothly. The employers have no fear if their men are left to themselves, and do not desire gratuitous interference from the outside.

The section hands on the Belt line and about South Chicago to the number of 150 have

In the works of the United States Rolling-Stock company at Hegewisch, work was resumed in all departments yesterday morning. The men had asked eight hours with ten hours' pay. The men will work the rest of the week, it being understood that then some sort of a settlement will be effected. About four hundred men returned to work.

There was no change in the situation at Cummings yesterday. The Calumet mills remain closed in all departments and the men about the streets. As the company has requested police aid in case it decides to resume operations trouble is expected in such an event. A notice is posted on the gates of the mill requesting all Knights of Labor and friends of that organization to keep away from the mills. Another notice signed by Supt. McCloud, states that clerks are at work upon the pay-roll, and as soon as it is finished notice will be given and all those who have quit work will be paid off.

Some fifty men and about twelve of fifteen girls in the employ of the Chicago Rubber company at its Grand Crossings works left yesterday. They made a demand for less hours and 10 per cent. increase in pay. A number also complained that back salaries had not been paid. A settlement will probably be effected to-day and work resumed.

Work has been resumed at most of the Grand Crossing manufactories. In many cases those who left their work Saturday have returned. With a number of new men, who were easily obtained, it was not found difficult to resume operations.

The employes of Benjamin, Fischer & Mallory received their back pay and their earnings up to the time of the shut-down, yesterday afternoon. The men expect to return to work in a few days.



# **If Christ came to Chicago !**

**A Plea for the Union of All Who Love  
in the Service of All Who Suffer**

BY

**WILLIAM T. STEAD**

' Said Christ our Lord, I will go and see  
How the men, My brethren, believe in Me.'  
*Lowell*

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the plan to enter the railroad to enter a suit against the corporation. As a result of the activity the suit was never made.

The best success achieved by the union was out of its management of the big strike on the Union Pacific, which followed a 10 per cent reduction of the wages and the unorganized labor on the road Sept. 1, 1903, and the proposed annulment of the schedule of wages on Oct. 1 following. President Debs and Vice President Hovans began to organize the employees of the road Sept. 2 at Omaha and when they had reached Chicago the men in the train service notified the Chicagoans that they would not accept the wage reduction. The road going into the hands of receivers soon after carried the wage issue into the courts and through the attorneys the American Railway Union fought a protracted battle that resulted eventually in a victory for the men and the restoration of the old wages and schedules.

The Great Northern strike proved another notable victory for the American Railway Union. It was proclaimed by a cut in the men's wages Aug. 1, 1894, and a bond reduction March 1, 1894, amounting to some cases to 40 per cent. Every employee of the road quit work, and the road was tied up eighteen days, one of the most protracted strikes in the history of the country. The union called to its aid a committee of business men of Minneapolis and St. Paul, and through its efforts secured a settlement which restored 90 per cent of the wages that had been reduced.

Next came the difficulty with the Northern Pacific Terminal. A general reduction of wages had been made and a number of men discharged, when a committee from the union waited on the management of the system and demanded a restoration of wages and a reinstatement of the men discharged. Satisfaction was secured after a strike which lasted but eighteen hours. The strike at Pullman is now occupying the attention of the union, and the officers have great confidence in their ability to secure a favorable settlement.

# STRIKERS AT A BALL.

## DANCE BY THE PULLMAN GIRLS' UNION

Fully One Thousand Persons Attend and Double That Number of Tickets Are Sold for the Benefit of the Idle Employees.

The dance given in Market Hall at Pullman last night by the union recently formed among the working girls in the Pullman shops, known as the First Girls' Union, No. 269, of the American Railway Union, was attended by nearly 1,000 persons. More than 2,000 tickets were sold at a dollar a ticket, so a good sum will be turned into the treasury of the strikers for relief work. Besides those prominent among the strikers many citizens of Pullman and neighboring suburbs who sympathize with them were present. Many officials and members of the American Railway Union from other parts of the city were also in attendance. The affair was planned and managed by these committees:

Arrangements—Miss Jennie Curtis, president of the union; G. T. Larrimon, L. J. Newell, T. Rhode.

Reception—Misses D. Linn, M. West, M. Fay and M. Warner.

Floor—Thomas Heathcote, chairman of the strikers' grievance committee; T. Arrie, G. Woolf.

A programme of twenty-eight dances was begun at 10:30 o'clock with a grand march



HARRIS, OF KENSINGTON, HAD NO TROUBLE FILLING HIS CARD.

led by Miss Jennie Curtis and Thomas Heathcote. Refreshments were served at midnight, when the programme had been half completed.

At the close of the evening the boards of the Pullman shops were closed and the strikers' grievance committee was held last night.

of all the labor organizations of the city to be held at 114 Madison street at 5 o'clock Sunday afternoon to devise a mass to help the Pullman strikers. John J. McGrath, president of the Building Trades Council, said after the meeting:

We realize that the great issue at stake in the strike is the recognition of organized labor at Pullman, and we believe it is the



BUT SOME OTHER PEOPLE DID.

duty of all labor organizations to support the men as far as they can. It is probable that an effort will be made to have the meeting on Sunday vote to donate a half day's pay of every union worker for the help of the men who are on strike."

## GIRLS WILL WORK UNTIL DAYLIGHT

Hours of Service for Lake Street L Ticket Sellers Increased.

The young women who sell tickets for the Lake Street Elevated Railroad were officially notified yesterday by H. P. Thompson, the general ticket agent, that they will be required ten or twelve hours a day on and after June 1. Their wages now at seven hours' service are \$1. If they choose to work ten or twelve hours their wages will be increased to \$1.25. They were told they could take their choice as to whether they would accept a ten or twelve hour shift. The girls quit work at either 2 o'clock in the afternoon or 9 o'clock in the evening. With ten hours work they would not get through until after midnight, but with twelve hours service they could walk home by daylight.

The girls decided almost unanimously to accept twelve hours service at \$1.25. By this action the girls involuntarily drive out of employment some seventeen men who were employed as night ticket sellers. These men have been receiving \$1.50 a day for their service. After June 1 it is expected that the girl ticket-sellers will compose two divisions—one going on duty at 7 in the morning and remaining until 7 at night, and another set working all night and having the privilege of going home by daylight.

## Arbitration of the Pullman Strike.

Arbitration has been suggested by M. J. Carroll, of the Civic Federation, to Sylvester Kellher, secretary and treasurer of the American Railway Union, as a means for securing a settlement of the labor trouble at Pullman. It is understood that the Civic Federation stands ready to appoint a committee of arbitration should such a plan meet with general approval. In the absence of George M. Pullman it is not known what attitude he may care to take toward the suggestion. Secretary Kellher said yesterday that the American Railway Union was perfectly willing to seek an adjustment through arbitration.



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# PULLMAN HIDES HOVELS

## POVERTY AND SQUALOR IN THE BACK-YARD OF THE MODEL CITY.

### Tenements More Crowded and Districts Filthier than Any Chicagoan Home.

Parts of the Town Where Visitors Never Enter In and Where Men, Women, and Babies Are Starving—Hundreds of Human Beings, Crowded Into Filthy Structures, Suffer for Want of Comforts.

There are two Pullmans.

One is the fairy village you may see from the train as it runs by, the model town with green lawns and broad driveway, smooth and white, winding around among pretty copes of shrubbery. There are rows of trim red brick houses that look as if they knew not dirt. There is no smoke or grime about the great shop. Even the sawchairs are embellished and half hidden by hedges. The tracks of the electric railway are concealed in neatly cropped grass plots. There is no prettier place than this Pullman—viewed from a safe distance. This is the ideal town which the marquis of Pullman loves to show his friends. He is proud of his huge shops and his handsome arcade with its dainty stores, its theater, and its



## A PART OF PULLMAN TO WHICH THE DUKE DOES NOT DRAG THE VISITOR.

public library, all designed out of the largeness of his heart for the benefit of his good vassals. This is the Pullman which is famous the world over as a real solution of the problem of homes for working folks. It is all very pretty.

But there is another Pullman. It is not so pretty nor so clean. The marquis is not so proud of it. You cannot see it from the railway. It is hidden. There are hungry babies in this Pullman. There is squalor and misery. There are barefoot women. There are workmen whose wages have never been enough to meet the rack rents exacted by their kind master. There are grimy and unkempt tenements where thirty and forty families are huddled together. There are nasty little frame houses, no bigger than boxes, set in foul-smelling rows and swarms



## ONE OF THE MODEL HOMES.

ing with unwashed and underpaid Italians and negroes. This is the other Pullman, upon which visitors are not invited to look. After all, it is the same Pullman—simply that part of the town which was not built for dress-parade purposes, and of which the outside world bears nothing. It is here that the real sufferers from the grinding of the great corporation live, or try to live.

Even Pullman's better paid workmen, the ones who live in the pretty houses where the shade trees are, could not struggle along under the loads the corporation had put upon them. Far less could the poor fellows

ding out on the summer. They are considered pretty well off and a green rent \$14.70 per month. That is the reason why the Pullman strikers are hungry, had been all winter. They are hungrier still now. The strikers' relief committee has on its books between 400 and 500 families, and is trying to send provisions to about 200 families every day. The rest got along the best way they can.

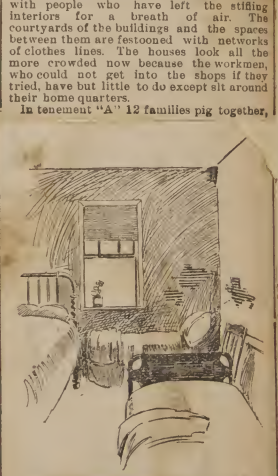
"You wait famine stories" said Chalmers, Schlerer of the relief committee. "Well, go over to the blocks. You can find plenty of them there in every house."

"The blocks" is the tenement district of Pullman, the part that the marquis does not show to his visitors. There are six tenements here, designated by letters beginning with "A" and ending with "F". There are two or three more in North Pullman, but this is the chief abode of poverty in the model town. These tenements are built of cheap yellow brick flung together in a way that would hardly have passed the Chicago building inspectors if the suburb had been within the city limits when they were snapped up. These tenements are each three stories high. Each one looks grimy, gaunter, and uglier than the one before it. These houses are packed with people. The wailing of babies is everywhere. The number of frisky children playing in the sandy courtyards on a warm day like yesterday is incredible. Out of every window hangs the dispirited face of a man or a woman. The wooden



## steps that lead up to each house are crowded with people who have left the stifling interior of the city breath of air. The courtyards of the buildings and the spaces between them are festooned with networks of clothes lines. The houses look all the more crowded now because the workmen, who could not get into the shops if they tried, have but little to do except sit around their home quarters.

In tenement "A" 12 families pig together,



## SLEEPING ACCOMMODATIONS FOR FIVE.

in room 24, apt. 12, building 48, and "F" 3. These families average from three people each to fifteen, and some of them try to eke out their little rents by taking boarders. Within the little four-room apartments are about all alike, stuffy, close, with no attempt at proper sanitation, crowded with ill-kept beds every corner of them. Some of course are kept fairly tidy and have flowers displayed in tomato cans on the window ledges, but they are all woefully overcrowded.

The Times artist was sketching one of these places yesterday when a stout, red-mustached fellow who bore a fishing rod and a basket came along. He stopped to look at the little place. He lives at 427 Morse avenue. He is a cabinet-maker. "A year ago," said he, "I had \$300 in the Pullman bank. I was getting \$2.75 a day. I had a shop. The Times came and they cut the wages so that I could not make over \$1 a day. Some times I can make \$2 or \$3 a day. I have been



face of a man or a woman. The wooden



RATBRIDGE

A PART OF PULLMAN TO WHICH THE DUKE DOES NOT DRAG THE VISITOR.





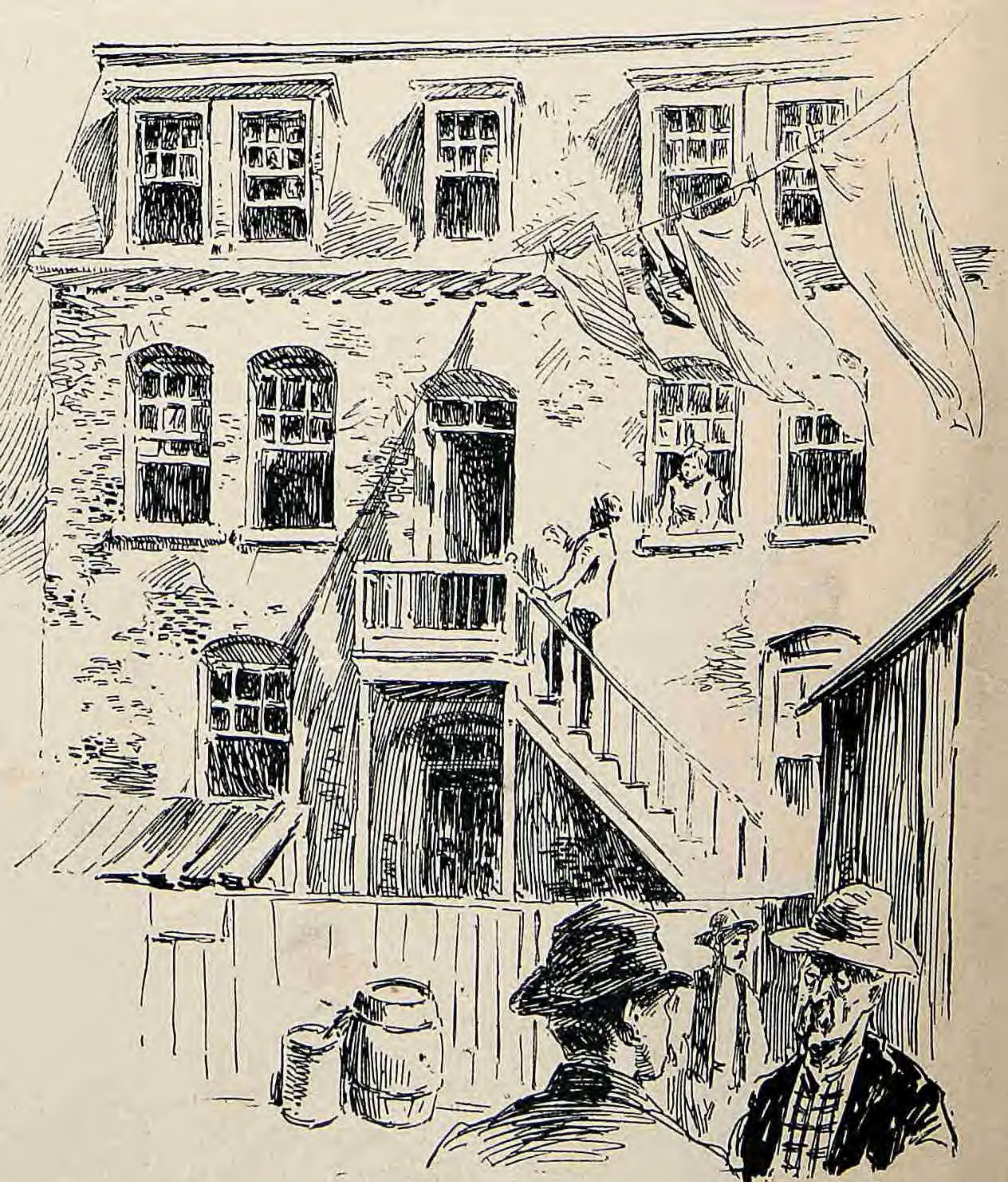
ONE OF THE MODEL HOMES.





SLEEPING ACCOMMODATIONS FOR FIVE.





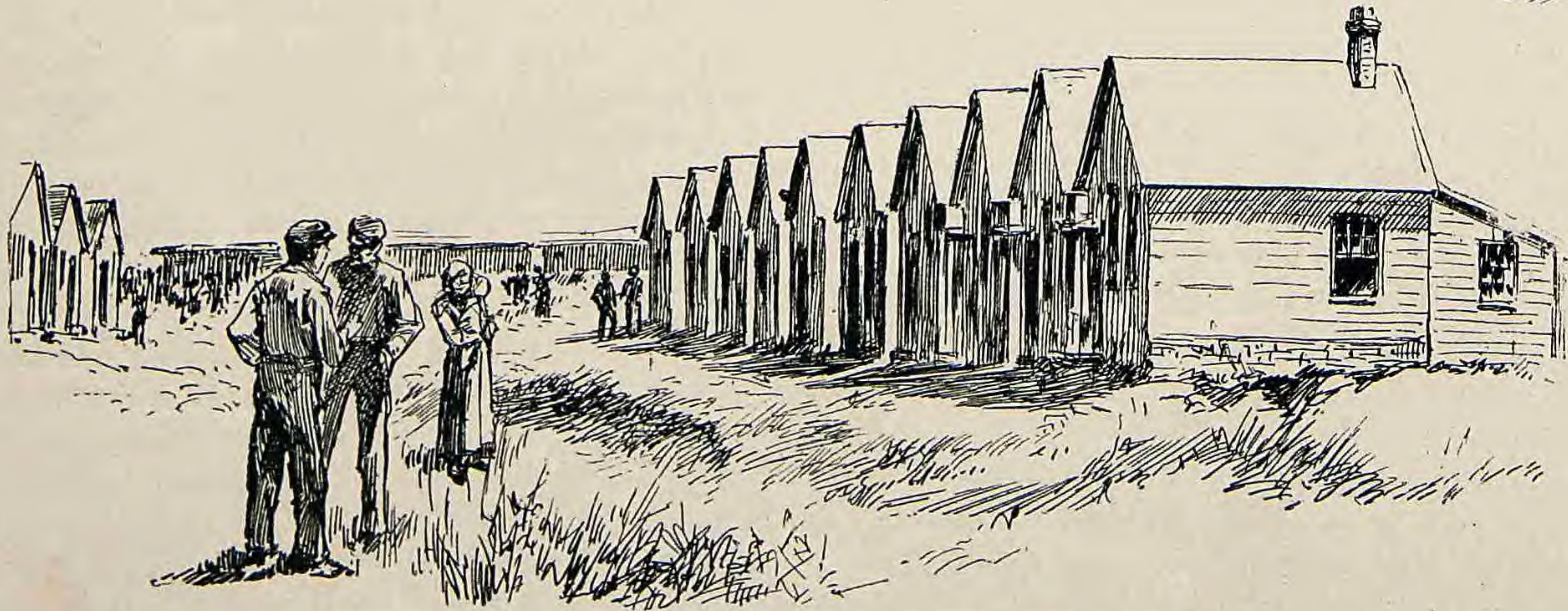
BLOCK S, IN PULLMAN, WITH SEVENTEEN FAMILIES.





BLOCK FOURTEEN, IN FULTON STREET, PULLMAN, WITH THREE HUNDRED OCCUPANTS.





BRICK-YARD DWELLINGS IN PULLMAN WITH THREE ROOMS EACH.